

From: [Carlson, Sean \(DNR\)](#)
To: [SWENDDAL, KRISTIN \(DNR\)](#); [Simmons, Cori \(DNR\)](#); [Smillie, Joe \(DNR\)](#)
Cc: [RECHNER, MICHAL \(DNR\)](#); [Clark, Dennis \(DNR\)](#); [Peters, Josh \(DNR\)](#)
Subject: RE: Equipment Failure Cooke Aquaculture Bainbridge
Date: Wednesday, October 11, 2017 11:31:29 AM

According to Cooke Aquaculture, the new anchors and chain that were delivered to Rich Passage will be used for routine maintenance and replacement of existing mooring equipment at the Fort Warden and Orchard Rock Facilities.

Sean Carlson

Washington State Department of Natural Resources (DNR)

From: SWENDDAL, KRISTIN (DNR)
Sent: Wednesday, October 11, 2017 9:23 AM
To: DNR RE CPL <CPL@dnr.wa.gov>
Cc: Simmons, Cori (DNR) <Cori.Simmons@dnr.wa.gov>; Smillie, Joe (DNR) <Joe.Smillie@dnr.wa.gov>; Duffy, Megan (DNR) <Megan.Duffy@dnr.wa.gov>; Carlson, Sean (DNR) <Sean.Carlson@dnr.wa.gov>
Subject: Re: Equipment Failure Cooke Aquaculture Bainbridge

Sean can you prepare a brief response.

Sent from my iPhone

On Oct 11, 2017, at 9:14 AM, DNR RE CPL <CPL@dnr.wa.gov> wrote:

Hi Cori,

Is this something Joe can respond back to? Please let me know. Thanks!

Sarah

From: [REDACTED]
Sent: Wednesday, October 11, 2017 8:53 AM
To: DNR RE CPL <CPL@dnr.wa.gov>
Subject: Re: Equipment Failure Cooke Aquaculture Bainbridge

Hi Sarah,

Have been following the news with interest, especially as it relates to the one million newcomers slated for arrival at the fish pens here in [REDACTED]. The Seattle Times reported:

"Joe Smillie, spokesman for DNR, said Monday that while the agency did not find the farm structurally unsound, "the engineer's report showed that there are issues, such as several instances of topside corrosion, which need to be addressed per the terms of their lease, regardless of the soundness of the structure."

If the pens were deemed structurally safe, why then, were more chains and

anchors newly delivered to the facility?

The same company who recently spent millions to purchase a feed company, historically has a cavalier manner here on Bainbridge with regard to pollution, trucking, noise, operations, and aesthetics. I can provide specific examples and documentation of these if you like.

Best Regards,

[REDACTED]

[REDACTED]

On Tue, Oct 3, 2017 at 2:22 PM, DNR RE CPL <CPL@dnr.wa.gov> wrote:

Dear [REDACTED],

Thank you for taking the time to write the Commissioner of Public Lands, Hilary Franz. Your concerns are important to us.

We look forward to the results of the review and DNR will certainly think critically about the future of this use. Should you have any questions in the meantime, please do not hesitate to contact me at [REDACTED]

Best,

Sarah Vansot

Correspondence Coordinator
Office of the Commissioner of Public Lands
Department of Natural Resources

[REDACTED]

sarah.vansot@dnr.wa.gov

www.dnr.wa.gov

<image001.png>

From: [REDACTED]

Sent: Tuesday, August 29, 2017 10:13 AM

To: DNR RE CPL <CPL@dnr.wa.gov>

Subject: Equipment Failure Cooke Aquaculture Bainbridge

Hello Ms. Franz,

Equipment failure, like the one that resulted in the disaster in Cypress Island, is not an isolated occurrence for Cooke Aquaculture Pacific:

- ? On May 25, 2017 high tides here in [REDACTED] caused an equipment failure that resulted in the separation of two of the net pens
- ? Emergency equipment was brought in that Friday evening
- ? A boat held the pens in place

- ? New equipment delivered on May 28, 2017
- ? No fish were believed to have escaped

On June 2, 2017, I sent the following email to the Department of Ecology which reads in part:

We believe that a policy that requires the reporting of what I'll call "near misses" like the anchor situation this past weekend might work to expose potential vulnerabilities. This would allow for continuous improvement in operations, safety, and loss prevention."

Bainbridge experienced similar events in 1999 (link below).

http://web.kitsapsun.com/archive/1999/06-15/0047_rich_passage_crews_fight_current.html

The industry, seemingly, has failed to keep pace with the technology needed to prevent equipment failure, damage, and escapements. With rising sea levels and more intense coastal storms, this industry will have to prepare for and anticipate the worst or the communities will accept the risk. The cities and State of Washington will be left with the clean up.

Best Regards,

[REDACTED]

<Oct 2017 Delivery of chains and anchors 1.jpg>

<Oct 2017 Delivery of chains and achors 2.jpg>